

PROJECT PLANNING REVIEWS (PPRS)/ INTERGOVERNMENTAL REVIEW AND CONSULTATION (IGRC): 2ND QUARTER STATE FISCAL YEAR 2020

**Rural Advisory Council
September 27, 2019**

ACTION REQUESTED

No action requested. This item is for presentation and discussion.

- **2nd Quarter SFY 2020 Project Planning Review**

PREVIOUS ACTION

Presented to the Transit Council, Bicycle Pedestrian Council (BPAC) and Safety Operations Council (SOC) for information and input

Recommended by the Transportation Subcommittee

BACKGROUND

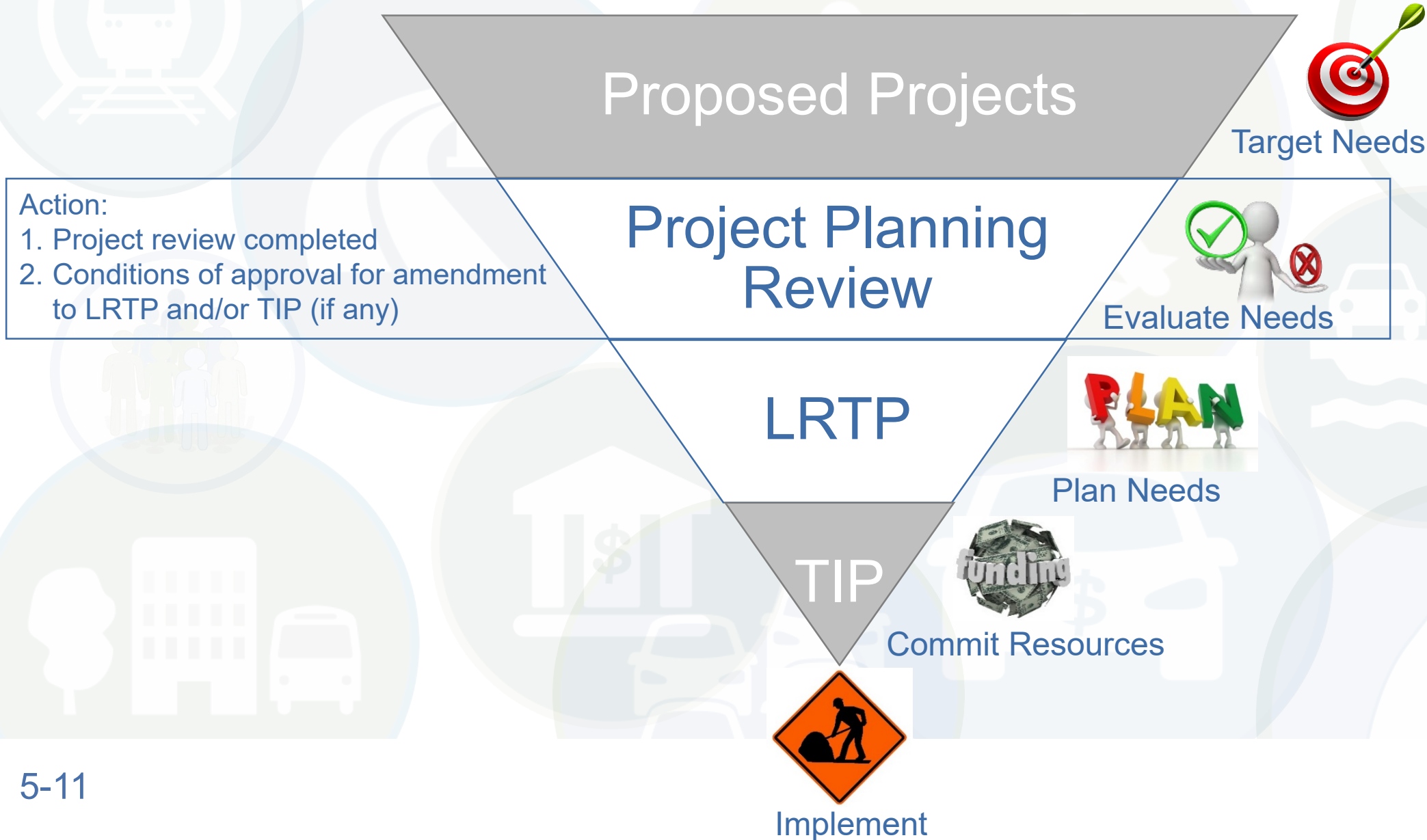
The purpose of Project Planning Review:

- **To assess if a proposed project helps to achieve NOACA vision and goals; and**
- **To ensure that a proposed project is consistent with NOACA planning requirements**

Review of proposed projects involves:

- **Staff review**
- **NOACA Board, including committees, subcommittees and advisory councils**
- **Intergovernmental Review and Consultation (IGRC)**
- **Public Involvement**

BACKGROUND



BACKGROUND

Projects not requesting NOACA funds CUY IR 77 11.21 Major Rehabilitation (PID 105743)

Project Type	Project Name and Location	Primary Work Type	Total Cost
Roadway	CUY IR 77, from the CSX Bridge to Broadway Ave (SR-14), in Cuyahoga Heights, Newburgh Heights and Cleveland (project sponsor: ODOT)	Improvements: <ul style="list-style-type: none">• Pavement replacement<ul style="list-style-type: none">○ Work will also include:<ul style="list-style-type: none">• Replacing the median barrier• Upgrading the drainage• Widening the shoulders where possible	\$71.2M (Multi-Lane Major Rehabilitation & ODOT) <ul style="list-style-type: none">• PEPD - \$2.2M (2019)• PEDD - \$1.0M (2021)• CO - \$68.0M (2022)• CE - \$50k (2022)

BACKGROUND

CUY IR 77 11.21 Major Rehabilitation (PID 105743)



BACKGROUND

Projects not requesting NOACA funds CUY IR 77 11.21 Major Rehabilitation (PID 105743)

Recommendation *	Completed	In Process
Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning hard shoulder running and consider evaluating if feasible.		✓
Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning ramp metering and consider implementing ramp metering to improve flow for I-77 mainline travel lanes.		✓
Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.		✓

* Recommendations have been forwarded to the project sponsor for consideration and coordination.

BACKGROUND

Projects not requesting NOACA funds

CUY IR 77 11.21 Major Rehabilitation (PID 105743)

Advisory Council Recommendations *	Completed	In Process
Transit Council: <ul style="list-style-type: none">The Transit Council supports hardened shoulders where feasible to allow for maintenance of traffic in case of incidents and also for buses to get around in case there is an incident.		✓
Bicycle Pedestrian Advisory Council: <ul style="list-style-type: none">The Slavic Village Downtown Connector Trail (SVDC) Phase 1, from Fleet Avenue to Pershing Avenue, will be located in the area of the proposed project. The BPAC recommends ODOT coordinate with City of Cleveland and NOACA to make sure that, if there is an opportunity to design and develop the projects concurrently, both projects can move forward.		✓

* Recommendations have been forwarded to the project sponsor for consideration and coordination.

BACKGROUND

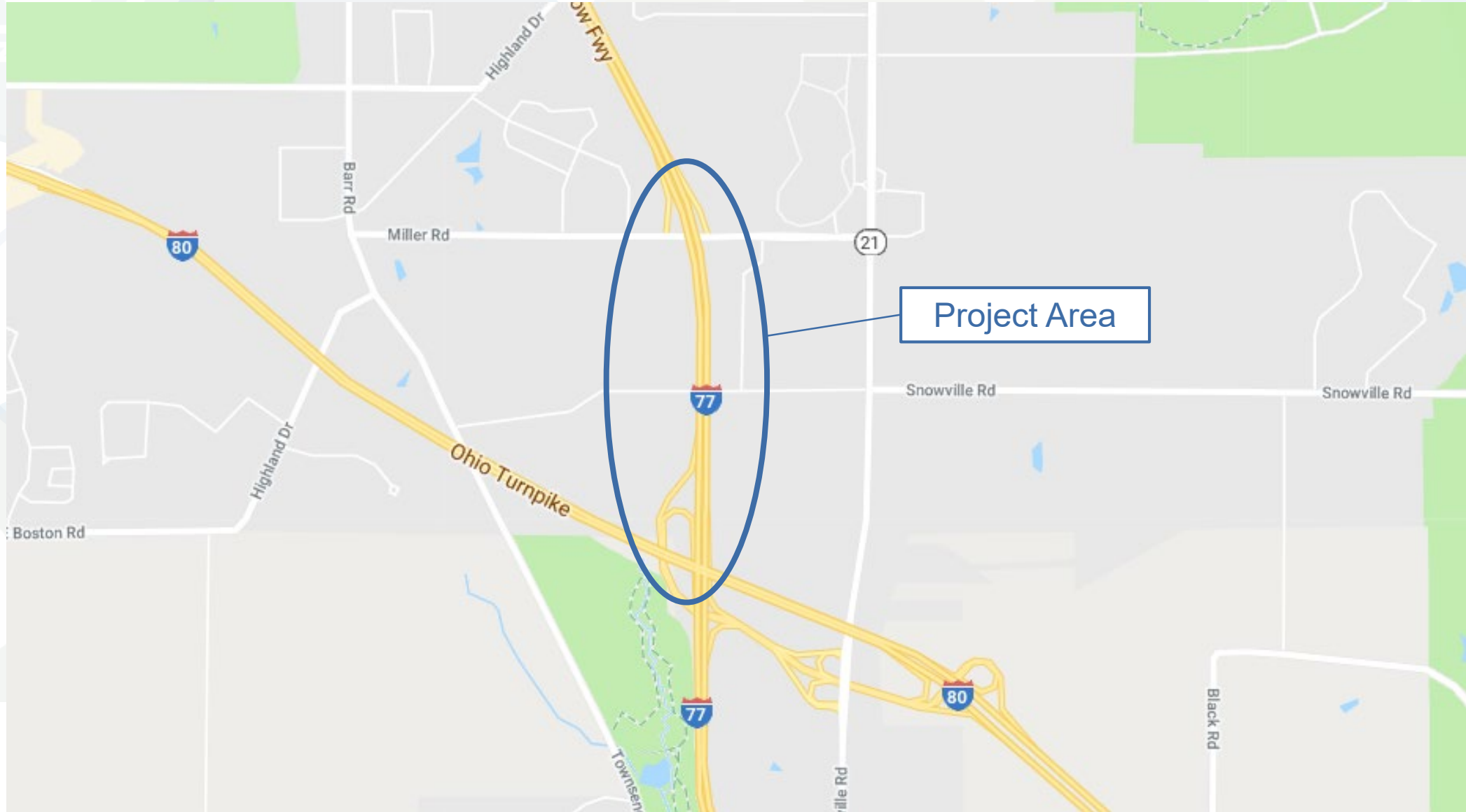
Projects not requesting NOACA funds

CUY IR 77/Miller Rd Interchange (PID 104983)

Project Type	Project Name and Location	Primary Work Type	Total Cost
Roadway	CUY IR 77 / MILLER RD INTERCHANGE at I-77 and Miller Road, in Brecksville (project sponsor: City of Brecksville)	Improvements: <ul style="list-style-type: none">• Complete the existing partial diamond interchange by:<ul style="list-style-type: none">○ adding a northbound (NB) exit ramp and a southbound (SB) entrance ramp○ adding an auxiliary lane between new SB entrance ramp and the IR-80 exit ramp○ widening Miller Rd to provide left-turn lanes (including structure widening)○ adding dual westbound (WB) right turn lanes onto the IR-77 NB entrance ramp	\$4.9M (TRAC & Brecksville) <ul style="list-style-type: none">• PEPD - \$3.0M (2020)• PEDD - \$760k (2021)• RW - \$1.1M (2021)

BACKGROUND

CUY IR 77/Miller Rd Interchange (PID 104983)



BACKGROUND

Projects not requesting NOACA funds

CUY IR 77/Miller Rd Interchange (PID 104983)

Condition *	Completed	In Process
As per NOACA policy, the sponsor must provide a feasibility study or alternatives evaluation report or the completed Interchange Modification Study (IMS).		✓

* Condition has been forwarded to the project sponsor for consideration and coordination.

BACKGROUND

Projects not requesting NOACA funds

CUY IR 77/Miller Rd Interchange (PID 104983)

Bicycle Pedestrian Advisory Council Recommendations *	Completed	In Process
If the structure on Miller Road over IR-77 is to be widened (per the project description), that the sponsor consider widening the sidewalk more than five feet. The BPAC recommended that the sponsor consider widening the sidewalk to at least eight feet, and, if possible, make at least one sidewalk 10 feet wide.		✓

* Recommendations have been forwarded to the project sponsor for consideration and coordination.

BACKGROUND

Projects not requesting NOACA funds CUY IR 90 6.83 Major Rehabilitation (PID 76779)

Project Type	Project Name and Location	Primary Work Type	Total Cost
Roadway	CUY IR 90, from the Hilliard exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland (project sponsor: ODOT)	Improvements: <ul style="list-style-type: none">• Pavement replacement<ul style="list-style-type: none">○ Work will include:<ul style="list-style-type: none">• replacing sections of median barrier• lowering the pavement under several structures for vertical clearance	\$103M (Multi-Lane Major Rehabilitation & ODOT) <ul style="list-style-type: none">• PEPD - \$4.1M (2020)• PEDD - \$3.0M (2022)• CO - \$96.0M (2024)• CE - \$276k (2024)

CUY IR 90 6.83 Major Rehabilitation (PID 76779)



BACKGROUND

Projects not requesting NOACA funds

CUY IR 90 6.83 Major Rehabilitation (PID 76779)

Recommendation *	Completed	In Process
Consider widening inside shoulder where feasible to support bus use as described in 2015 study evaluating bus-on-shoulder operation as an Active Travel Demand Management (ATDM) strategy. The sponsor may have to consider lane reductions at bridges.		✓
Consider ramp metering as a safety and congestion management strategy as suggested in ATDM study.		✓
Consider implementing countermeasures recommended at interchanges in recent safety studies at log points 9.09 and 11.85.		✓
Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.		✓

5-11^{*} Recommendations have been forwarded to the project sponsor for consideration and coordination

BACKGROUND

Projects not requesting NOACA funds CUY IR IR 90 6.83 Major Rehabilitation (PID 76779)

Transit Council Recommendation *	Completed	In Process
The Transit Council supports hardened shoulders where feasible to allow for maintenance of traffic in case of incidents and also for buses to get around in case there is an incident.		✓

* Recommendations have been forwarded to the project sponsor for consideration and coordination.

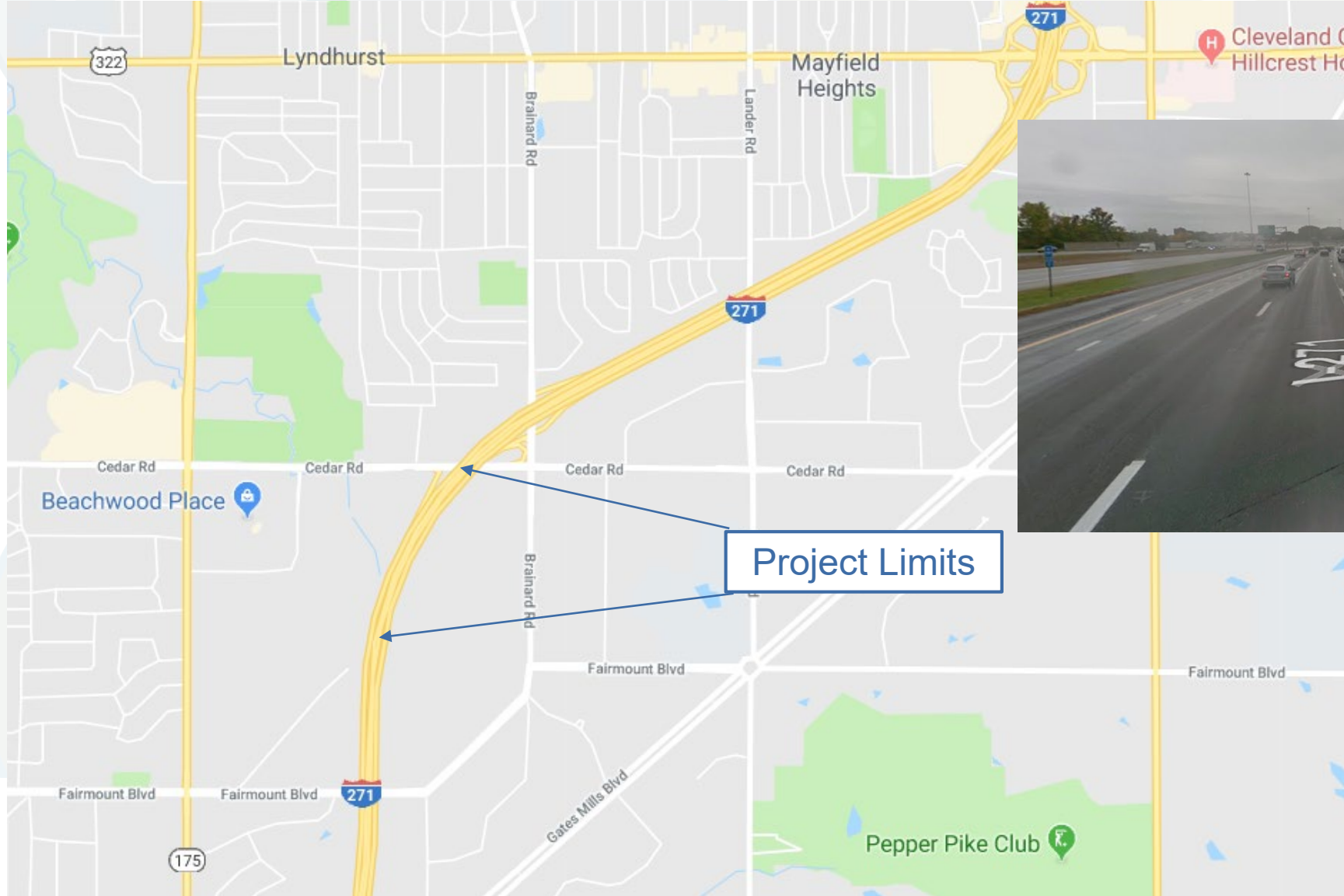
BACKGROUND

Projects not requesting NOACA funds CUY IR 271 10.24 Noise Barriers (PID 108655)

Project Type	Project Name and Location	Primary Work Type	Total Cost
Roadway	CUY IR 271, from 0.09 mile north of North Woodland Rd to Cedar Rd, in Pepper Pike (project sponsor: ODOT)	Improvements: <ul style="list-style-type: none">Constructing approximately 3,200 feet of Type 1 noise barrier along the east side of IR-271	\$1.6M (Major/New Construction & ODOT) <ul style="list-style-type: none">PEDD - \$253k (2019)CO - \$1.2M (2021)CE - \$25k (2021)

BACKGROUND

CUY IR 271 10.24 Noise Barriers (PID 108655)



BACKGROUND

Projects not requesting NOACA funds

GCRTA FY 2020 Capital Program in Cuyahoga County

Project Type	Project Name and Location	Primary Work Type	Total Cost
Transit	<p>GCRTA FY 2020 CAPITAL PROGRAM</p> <ul style="list-style-type: none">• Sec. 5307 Capital Formula, Sec. 5337 State of Good Repair and Sec. 5339 Bus Facilities Grants;• Adding 4 new projects:<ul style="list-style-type: none">▪ Sec. 5307 - Rail Car Replacement Program, Track Bridge over Conrail, HVAC System Improvement Program; and▪ Sec. 5337 - Rail Utility Vehicle Prime Mover Replacement <p>Revisions to five existing grants:</p> <ul style="list-style-type: none">• FY 2019 Sec. 5307 Capital Formula, Sec. 5337 State of Good Repair and Sec. 5339 Bus Facilities Grants;• FY 2017 Sec. 5307 Capital Formula Grant; and• FY 2016 Sec. 5337 State of Good Repair Grant <p>Purpose: To re-allocate project funds to address under-runs, over-runs, and revised project priorities</p>	Capital expenditures	\$54.5M (Sec. 5307, Sec. 5337, Sec. 5339/ local)

FINANCIAL IMPACT

There is no financial impact

Action does not approve proposed funding or the implementation schedule of the project

NEXT STEPS

NOACA staff will forward Council's comments to the project sponsor for their response and coordinate proposed project with sponsor accordingly



NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.

